

Shipping

CHOLERA AND TYPHOON DELAY PERSIA EN ROUTE TO HONOLULU

An epidemic of cholera at Shanghai, deaths resulting from which are reported to have totaled as high as one hundred a day, served to detain the Pacific Mail liner Persia five days at Japan ports, on the voyage from Hongkong to Honolulu.

The delay is said to have spread over the native and foreign city and the adjacent country to an extent that many Europeans have died from the scourge. The police department of Shanghai has lost several members, many being in the hospital at the time the Persia called at Wusung, the port of entry for Shanghai.

The Persia called at the infected port, to take on a quantity of raw silk. Upon arrival at Nagasaki, Japan, the Japanese health officers immediately placed the liner in quarantine. Following three days' detention at Nagasaki, the Persia was released, the quarantine officials permitting the vessel to proceed to Kobe.

A general order has been issued by the Japanese government which prohibits vessels coming from Shanghai to enter Nagasaki until the five days' quarantine has elapsed. On one Japanese steamer at Nagasaki at the time of the visit of the Persia, three genuine and nineteen suspected cases of cholera were found on board.

Officers in the Persia on arrival at Honolulu this morning stated that shipping trade at Moji is also badly affected by the cholera at Shanghai. The P. & O. steamer Oriental, the Wakamatsu-maru and the Darien-maru, which arrived at Moji from Shanghai had to undergo rigorous medical inspection.

The Chuetsu S. S. Co.'s steamer Kaga-maru, bound for Wakamatsu, is being detained at Matsue Island, near Moji, owing to one of the crew suffering from diarrhoea.

The Japanese Government has given the following instructions to vessels calling at Shanghai:

No steamer calling at Shanghai must be supplied there with water, vegetables, fruit, fish or milk.

No member of the crew is allowed to land at Shanghai except on urgent business.

Passengers are to be requested not to go ashore.

Passengers embarking at Shanghai are to be subject to special medical inspection.

Captain Hill met with a very heavy typhoon as the Persia steamed in the vicinity of Turnabout Island, in the China sea. The wind was of intense velocity, though the little Pacific Mailer is said to have suffered no damage save the partial wrecking of one of her life boats. For some hours the Persia steamed in the central zone of the typhoon, where a dead calm prevailed. The officers declare that during this particular stage of the storm thousands of birds filled the air and hundreds sought a resting place on the decks of the liner. The same storm, which broke over the island of Formosa, resulted in much destruction of property and loss of life. Telegraph posts were blown down, a large number of houses were destroyed or badly damaged, while the crops are also damaged. Upwards of a thousand persons have been rendered homeless. The telegraph service between Formosa and Kiu-shu is partially interrupted.

With the arrival of the Persia comes the information that the Toyo Kisen Kaisha liner Shinyo Maru and the Pacific Mail steamship Korea, now in the Far East, will omit a call at Shanghai owing to the prevalence of cholera there.

The Persia arrived here with 8 cabin and 93 steerage passengers for Honolulu. Of the latter 10 are Filipinos recruited for island plantations.

The through list of passengers includes 62 cabin, 6 second class and 297 Asiatic steerage.

Honolulu cargo amounts to 244 tons including a general assortment of Oriental produce and merchandise. The Persia is carrying over one million dollars' worth of raw silk besides other consignments of valuable freight.

The liner is listed for dispatch for San Francisco at five o'clock this evening, taking a few layover passengers and a later accumulation of mail for the mainland.

Mariposa Piled on Alaska Shore.

Honolulu will be interested in the fate of the former popular Oceanic liner Mariposa now one of the vessels in the Alaska Steamship northern fleet. Wireless messages received at San Francisco at the time of the departure of the Sierra for Honolulu was to the effect that the steamer Mariposa, of the Alaska Steamship company, is still ashore at Valdez. Attempts to float her were futile. The Mariposa, returning from a western Alaska voyage, crashed into the wharf at Valdez and then ran ashore, where she stuck in the mud. She has a heavy list to starboard, but is apparently uninjured and should be floated at the first high tide. The accident was due to a misunderstanding of signals on the part of the engineer.

Danish Warship for Panama.

COPENHAGEN, Denmark, Aug. 24.—The Danish navy is to be well represented in the great fleet which is to assemble to commemorate the opening of the Panama canal. The big cruiser Valkyrien, one of the finest ships in the navy, has been chosen as the Danish representative.

It is planned to send as one of her officers a prince of the royal family—either Prince Valdemar or his son, Prince Axel, both of whom are naval officers. It also is known that Prince Gustav, brother of the king, would like to make the voyage.

The Valkyrien is best known in America as the Danish warship which rendered splendid relief service at the time of the Martinique earthquake. Some years ago, under the command of Vice Admiral Prince Valdemar, she made a trip to the East Indies.

Many Gathered At Honolulu Departure.

A crowd gathered at Hackfeld wharf as the Matson Navigation steamer Honolulu steamed away from her berth for the open sea and San Francisco. The liner got under way shortly after ten o'clock this morning taking 137 cabin passengers, and a cargo including 2100 tons sugar, 25,000 cases preserved pineapples, 2500 bunches bananas, and a quantity of sundries.

A large mail destined for the mainland was given the Honolulu, as that vessel is expected will arrive at the coast port at an early hour Wednesday morning.

The Royal Hawaiian band was present at the sailing of the steamer and a program of melodies was much appreciated by passengers as well as the general public.

Hyades Will Land Much Lumber.

A very large general cargo and a quantity of lumber are aboard the Matson Navigation freighter Hyades, which vessel has sailed from Seattle for Honolulu and should arrive here on or about September 27.

A cable received at the agency of Castle & Cooke is to the effect that the Hyades left the Sound with 2300 tons of merchandise and 300,000 feet of lumber for Honolulu. There are 300 tons of merchandise and 100,000 feet of lumber for discharge there.

At Kananapali the vessel will discharge 50 tons of freight and 20,500 feet of lumber. The Hyades is scheduled to proceed to Hilo, where 300 tons of freight are to be left. The vessel will be supplied with a quantity of sugar and thousands of cases of preserved pineapples.

Windjammers Ready To Sail For The Coast.

Several windjammers now at this port have been discharged of general cargo and lumber and are being made ready to sail for the coast. The S. C. Allen is destined for Fort Bragg, taking ballast only. This vessel is expected to get away tomorrow.

The bark R. P. Rithet has completed taking on six hundred tons sugar and is to sail for San Francisco today or tomorrow. The last of the lumber brought down from the Sound in the schooner Blakeley has left that vessel which is to return to the northwest coast before the close of the week.

Mauna Kea Carried Crew for Schooner.

A new crew, recruited at Honolulu's waterfront, was shipped to Hilo in the inter-island steamer Mauna Kea yesterday, the men to take berths in the American schooner E. K. Wood, now at the Hawaii port, where the last of a consignment of lumber brought down from the Sound is being discharged. The E. K. Wood is expected to get away for the north Pacific coast today.

Another Line From Honolulu To Seattle.

According to advices received at Honolulu this port is soon to be placed in touch with Seattle through the Harrison Direct Line of freighters.

Balfour, Guthrie & Co., Coast agents for the Harrison Direct line, announce that the steamers in this service will in future extend their trips to Seattle after calling at Victoria and Vancouver. The steamer Colonial, leaving Liverpool at the end of this month, will be the first to make the new call.

Coast Line Boosts Rates.

The August freight tariff sheets of the Alaska, Pacific Coast and Northern steamship companies quote a two-dollar per ton advance on freight from Seattle to points in southeastern Alaska, namely, a rate of \$5, \$6 and \$7 per ton to Ketchikan, Juneau and Skagway respectively. The Humboldt Steamship Company's new tariff continues the old rates of \$3, \$4 and \$5 per ton to these points.

Kihau Makes Special Trip To Kahului.

The Interisland steamer Kihau has been placed on the boards to make a special trip to Kahului, the vessel to depart for the Maui port at 8:30 Saturday evening.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
16	a.m. 8:07	p.m. 6:45	a.m. 8:07	p.m. 6:45	5:48	5:58	10:16	
17	9:16	5:45	8:07	6:35	5:48	5:57	11:08	
18	10:26	5:16	11:02	6:05	5:49	5:56	11:58	
19	11:23	5:16	11:02	6:05	5:49	5:56	12:50	
20	12:26	5:16	11:02	6:05	5:49	5:56	1:42	
21	1:10	5:17	1:00	6:22	5:55	5:49	2:41	
22	1:48	5:17	1:36	6:42	6:53	5:50	3:24	

First quarter of the moon Sept. 17.

WEATHER TODAY

Temperature—6 a. m., 70; 8 a. m., 81; 10 a. m., 78; 12 noon, 81. Minimum last night, 70.

Wind—6 a. m., velocity 4, direction NE.; 8 a. m., velocity 3, direction NE.; 10 a. m., velocity 6, direction S.; 12 noon, velocity 10, direction NE. Movement past 24 hours, 129 miles.

Barometer at 8 a. m., 29.94; dew point at 8 a. m., 64; relative humidity, 8 a. m., 55; absolute humidity, 8 a. m., 6.202; total rainfall during past 24 hours, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Wednesday, Sept. 18.
HAMBURG—Sailed, Sept. 14, sp. Jupiter, for Honolulu.
SEATTLE—Sailed, Sept. 17, S. S. Hyades, for Honolulu.
SAN FRANCISCO—Arrived, Sept. 18, schr. Honolulu, from Hana Aug. 12.
PORT SAN LUIS—Sailed, Sept. 18, S. S. Lansing, for Honolulu.
SAN FRANCISCO—Sailed, Sept. 18, 1 p. m., S. S. Lurline, for Honolulu.
AEROGRAMS.
S. S. Mongolia—Will dock at Alaka wharf Friday morning from San Francisco, with 94 cabin and 14 second-class passengers, 258 sacks mail. Sails for Yokohama about 5 p. m. Friday.

Passengers Arrived

Per P. M. S. S. Persia from Hong Kong via Shanghai and Japan ports—For Honolulu—Mrs. T. Ikono, T. Ishido, C. Kopima, G. E. Lake, R. Odo, Mrs. Odo.—Through—Mr. C. B. Bacon, Mr. Francis T. Bacon, Mister Edward Brewster, Miss Karris Brewster, Master Harold Brewster, Mrs. Hamilton Butler, Mr. Wm. E. Crowe, Miss K. Ewald, Mr. W. C. Fairfield, Mrs. W. C. Fairfield, Mr. R. A. Frost, Mrs. L. M. Gellino, Mr. Fred H. Graham, Mrs. F. H. Graham, Mrs. P. L. Gilkison, Mrs. L. Hermann, Miss Edith Huang, Mrs. L. Jones, Master Jones, Miss Joy Chai, Dr. M. M. Kay, Mrs. M. M. Kay, Mr. T. C. Kneige, Mr. Lee Quan, Mrs. Lee Shee, Mrs. M. McDonald, Ma Z. R. Miller, Mr. Ralph Miller, Mrs. J. B. Murphy, Miss F. E. Murphy, Mr. W. Prescott, Mr. W. L. Reburn, Mrs. W. L. Reburn, Mr. E. A. Roberts, Mr. Albert Stein, Mr. Tan Chun Chiu, Mr. Tan Poon Tung, Mr. Tang Kam Yung, Mr. P. A. Taylor, Mrs. F. A. Taylor, Major Russell Thomas, Mr. L. O. Thompson, Mr. F. H. Weaver, Mr. J. H. Welch, Mr. Wong Git, Mr. Wong Ka Shin, Mr. T. P. Worship, Mrs. T. P. Worship, From Yokohama—Mr. C. Bayley, Mr. T. Kahai, G. King, Mrs. Annie Thurston and infant.

Per strmr. Claudine, from Hawaii and Maui ports—J. Chalmers, W. T. Greig, M. Drummond, Mrs. J. Perreira, A. Fernandez, Miss Fernan-iz, Mrs. M. Ekau, Geo. Rhodes, Miss H. Freeman, Mrs. E. J. Walker, Alice Walker, Annie Walker, Miss L. Weight, C. M. Schoening, Mrs. Nauke, Chong Leong, Tam Fook, M. E. Kau, Mrs. M. G. Paschoal, 57 deck.

Per strmr. W. G. Hall from Kaula ports—E. A. Knudsen, Mrs. Wm. Danford, Miss Lemon, Miss McCarthy, J. W. Brunning, H. Aneha, Chang Hok, Fook Long, Chui Wah, Geo. Kanelma, Bechert, Mrs. Bechert, C. P. McDonald, Rev. J. Paahuu, 27 deck.

Bark Rithet Taking Part Cargo.

A part cargo of sugar, amounting to about 700 tons will leave for San Francisco in the American bark R. P. Rithet, which is expected to get away for the coast this afternoon or tomorrow. This vessel has been discharged of a quantity of general merchandise and supplies, consigned through the agency of F. A. Schaefer & Co.

All Must Call At Diamond Head.

Hereafter all vessels, steam and sail, arriving on the Sound from the West Coast of South America, must call at the Diamond Head quarantine station, according to orders by the U. S. Marine Hospital Service.

It is unnecessary to state that the Diamond Head referred to is not Oahu's famous promontory.

Steamer Hall Returned With Light Cargo.

A small consignment of sugar was brought to the port in the steamer W. G. Hall, an arrival from Kaula ports this morning. The vessel returned with 2920 sacks sugar, 22 crates pears, 1 auto and 31 packages sundries. The officers in the Hall report smooth seas and favorable winds.

Japanese Freighter Now Due.

Bringing approximately five thousand tons Australian coal the Japanese freighter Koku Maru is expected to arrive at Honolulu by the last of the week. This vessel is enroute from Newcastle, and her fuel comes consigned to the Interisland Steam Navigation Company.

Australian Coal May Go to Kaula.

It is reported that the British freighter Vennacher, now 11 days from Newcastle, N. S. W., with a shipment of 5000 tons Australian coal, may proceed to Kaula ports to discharge. The vessel is supposed to come to the islands under charter to Hind, Ralph & Co.

Safety By Classes.

The investigations into the Titanic disaster have brought to light many not generally known facts. Every casual reader of newspapers knows, for instance, that a number of very wealthy men lost their lives in that disaster while poor and unknown immigrant women and children were saved. At this writing it is less than four months since the unsinkable ship proved such a sad delusion to its passengers and the world at large, but the cool calculator and statistician has been busy ever since and provided figures and tables of comparative percentages which indicate clearly that the respective degree of safety at sea depends after all upon the amount of passengers invest in the purchase of tickets. Few men of practical experience will feel inclined to take such statement for granted unless borne out by facts. In the wreck of the Titanic the statistics, compiled by a London publication, show plainly that there was an almost incredible class discrimination in the hour of danger, as follows.

First-class passengers saved, 61 per cent.
Second-class passengers saved, 36 per cent.
Third-class passengers saved, 23 per cent.
Crew saved, 22 per cent.

So much for the percentages of all passengers saved; including males, females and children. When women and children of the three classes are considered separately the distinction of class becomes even worse. Of the first-class women passengers 97 per cent were saved; of the second-class 84 per cent, and only 55 per cent of the third-class passengers were rescued. All of the first and second-class children were saved while only thirty per cent of the third-class passengers children survived.

Los Angeles Sees Million Dollar Line.

LOS ANGELES, Aug. 29.—A new steamship line between Los Angeles harbor, the Panama canal, the Atlantic seaboard and way ports will be established within the next 60 days, if the plans of the Panama Navigation and Commercial company mature.

Alexander Graydon of Chicago, who is connected with the International Fiber company and who has a large plantation in Mexico, appeared before the Los Angeles harbor commission yesterday and asked for information concerning docking and wharfage facilities.

He said incorporation papers for the Panama Navigation and Commercial company had been filed in Arizona, with a capitalization of \$1,000,000, nearly all subscribed. Associated with him, he says, were T. C. Scott of Toronto, Can., and a number of other Toronto and Pittsburgh capitalists.

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YOUNG WHITE COUPLE IS MARRIED BY MO KI INDIAN CHIEF

LOS ANGELES, Cal., Sept. 5.—Fearing that a wedding knot tied by a Mo Ki Indian chief, who used nothing more sacred than a cornmeal cake, would not be considered sufficient by their parents and friends, Roman Hubbell, son of the chairman of the Republican State Central Committee of Arizona, and Miss Alma Juliette Dorr, daughter of a capitalist well known in Washington and New York, waited until they could be married again by a Catholic priest in Pasadena before announcing their nuptials.

Young Hubbell grew up among the Mokis, with whom his father had traded continuously for forty-five years. Miss Dorr, whom he met a few months ago in Washington, visited the Hubbell rancho at Ganado, Ariz., to witness the annual Moki dance, and when Miguelito, the old Indian chief, learned of their love, he suggested a Moki wedding. But the cornmeal, which is essential to an Indian ceremony, was lacking and young Hubbell had to ride sixty miles to procure enough to make the wedding cake, which, when eaten by the young couple, constitutes the wedding ceremony.

Miguelito thought the two were tied tight enough, but Miss Dorr and her bridegroom thought differently, and they forthwith rode sixty miles more to reach the train which brought them to Pasadena, where the second ceremony was performed.

ADVISES POSTMASTERS TO CATER TO PATRONS

ATLANTIC CITY, N. J., Sept. 6.—"Postmasters of the country know the sentiment of their respective communities and should cater to them," declared Charles F. Granfield First Assistant Postmaster-General, at the annual convention of First-Class Postmasters today, when asked for an interpretation of the Sunday closing law.

"The legislation simply legalizes what the department put into effect gradually during the past year. Postmasters should use their own discretion in interpreting it. The law was not enacted to impose a hardship on patrons, but to give the postal employees a day of rest wherever possible."

In an interview later, Mr. Granfield said a 1 cent postage for first-class mail could not be accomplished until a higher rate was charged for second-class matter which last year he said entailed a loss of \$65,000,000.

"The parcels post, which goes into effect on January 1, will be operated, at but a small profit, because of the high rate that the law provides for transportation for three zones. For fifty miles and above the express companies can successfully compete with the postal service and make a good profit. To do this they must reduce their present rates, however."

DANCES WITH DEAD WOMAN.

CHICAGO, Ill., Aug. 24.—For the first time in seventeen years, West Hammond, a suburb, probably will have the "lid" on tomorrow.

The mayor has promised that none of the dance halls or saloons shall open. Also Miss Virginia Brooks, a local militant reformer, and her little band of helpers, will arm themselves with hatchets and axes and march through the vice quarter to see that strict order is maintained.

Sunday heretofore has been the banner day for the dance. Dance orgies have been common. Police investigating conditions today learned that a few Sunday nights ago a man danced with a dead woman in one of the public dance halls. She had committed suicide by drinking poison and he, not knowing she had killed herself, lifted her and started to dance before he realized she was dead.

An Austrian has reached New York en route to Paris, where he will claim \$90,000 francs offered in 1900 by Baron de Rothschild for the first man to walk around the world in thirteen years.

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SHINGLE

(Continued from Page 1)

candidate is not likely to make Lane or Low feel at ease, not by any manner of means. In fact, the general opinion among politicians this morning was that Parker will be the favorite. Lane has lost much of such support as he had, it is stated, through his persistent refusals during the past few days to consider any other candidate for the nomination than John C. Lane.

Low, it is believed, is a stronger man than Lane, but whether he can beat out Parker is a question.

For Sheriff Oscar Cox is being considered and it is generally believed that he has better than a fighting chance.

Pauls End to Petitions.

Shingle's action in announcing that he would not be a candidate put